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SUPPLY DIFFICULTIES OF THE GERMAN REICHSBAHN

East Germany is an agrarian country. That calls for plows, harrows, sowing, reaping, threshing, and harvesting machinery for beets and potatoes, scythes, picks, rakes, chains, etc. The East has to import these items from the West as semifinished products. There is an industry in East Germany which can manufacture these items from the semifinished products, but the prerequisite is still the import of the semifinished material. Here, as everywhere else, the high-grade steel, without which an economy cannot exist, is lacking.

In mining, the need exists for rock drills, shovels, rails, cars, locomotives, and hauling machinery, which in turn requires steel cables. All these items have to be manufactured from high-grade steel. So far, these items have been imported from Belgium, the Netherlands, Luxembourg, Switzerland, and Austria in barter agreements. However, the barter deliveries are a great burden on the German Democratic Republic. Preferred export items are coal, sugar, chemicals, optical products, potash, and fine mechanical products. Fine mechanical products (typewriters, calculators, and bookkeeping machines) again require imports of high-grade steel to meet export requirements. There is a serious shortage of these products on the East German market because export is of foremost consideration in order to safeguard the food supply. If West Germany were eliminated as supplier, unforeseeable consequences would ensue.

Where does the German Reichsbahn stand in regard to these problems? Repair of our tools requires high-grade steel, and our drilling, cutting, planing, and milling machines need the best tool steel to remain efficient and able to carry out repairs. We need steel cables for the following: hoisting machinery, coal cranes, transfer tables, signal installations, shunting installations, arc lamps, train windows, etc. We have plants which can manufacture cables, but the wire is lacking. There is no rolling mill in East Germany which can draw rolled wire, nor have we any suitable material for it. That again spells import. Drawn wire is needed in large quantities to operate signals, telephone lines, and gates. Armature band wire for motors of the S-Bahn [Berlin electric railroad] is already a critical item.

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For the construction projects on the southern freight outer ring, at Aue, and for maintenance of our trackage we need iron forks (gravel forks), tamping picks, tie drills, rail saws, and welding rods for hard-facing of switches and for wheel flanges of locomotives and cars. Our sawmills and cartwright shops urgently need circular and band saws. For lighting our trains we lack gas mantles, which have to be imported from the West. To prevent severe damage to locomotives, we urgently need barium carbonate to soften the water used in locomotive operation. Otherwise, boiler scale will destroy the boiler tubes and superheater flues, which consist of seamless drawn tubes available only in the West. Fire tubes, seamless drawn tubes with a diameter of 171 millimeters, also have to be imported. Tubes cannot be drawn in East Germany; that explains the shortage in seamless drawn tubes. There is an appalling lack of hose couplings for heating and brake hose. Fittings for locomotives (brass and fine steel fittings), all high-grade steel spare parts for locomotives such as crossheads, slide valves, crosshead slide guides, tie rods, connecting rods, pistons, piston rods, valves, boiler rivets (steel 37.11), bridge rivets (steel 44.11) stay rods of steel and copper are also in short supply. Ball bearings, and needle bearings are urgently needed for the S-Bahn and for machinery. All non-ferrous metals (copper, brass, bronze) are hardly available, nor are products rolled or drawn from these metals.

All spare parts for automobiles, for motors for rail motor cars, for ticket printing machines, punch-card machines, and paper for punch cards (Hollerith) [trade name], rails, rail accessories (screws, bolts, fishplates, spring washers), and switches (switch points and frogs for switch repair) are also in short supply.

There is no end to the material needed, but these are the most important items. Without them, the railroad cannot operate.

The following table lists the most important items required by the German Reichsbahn and illustrates the discrepancies between requirements and allotments. Figures are in tons unless otherwise indicated.

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<u>Item</u>	<u>Requirement for One Year</u>	<u>Allotment</u>	<u>Period of Allotment</u>	<u>Percentage of Requirement Allotted</u>
<u>Metallurgy</u>				
U and I beams up to standard cross section 18	5,242	1,211	6 mo	46
U and I beams above standard cross section 18	6,945	549.9 1,045.4	6 mo 12 mo import	31
Standard rails	66,504	1,605 6,558	6 mo 3 mo import	44
Steel bars up to 30 mm	8,710	741.2 441.0	6 mo 12 mo import	22
Steel bars above 30 mm	10,314	1,164.37 53.2	6 mo 3 mo import	25
Steel bars of unalloyed machine-building steel	360	25	1951	7
Steel bars of unalloyed high-speed steel	49	14.7	12 mo import	30
Steel bars of alloyed high-speed steel	110.35	48	12 mo import	44
Band steel, hot rolled	800	115 250	6 mo 12 mo import	60
Spring steel	1,660	502.4 619.45	6 mo 12 mo import	98
Heavy and boiler plates	7,844	840 130	6 mo 3 mo import	28
Medium and boiler plates	1,644	205.25 360.85	6 mo 12 mo import	47

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Light-gauge sheets, from 0.9 to below 3 mm	2,200	454.8 673.35	6 mo 12 mo import	72
Light-gauge sheets below 0.9 mm	186	7 119	6 mo 12 mo import	72
Wheel tires and centers	18,000	5,500	6 mo [sic]	31 [sic]
Seamless pipe, rolled	5,200	1,940	12 mo import	37
Seamless pipe, drawn	4,915	448.95 1,794	6 mo 12 mo import	55
Refined and electrolytic lead	556	38	3 mo	27
Copper pipes	85	35.4	6 mo	83
Copper bars and sections	775	47.1	6 mo	12
Copper wires	379	47.6	6 mo	25
Aluminum sheets and bands	27	7.1	6 mo	53
Lead sheets, bands, and pipes	100	20.5	6 mo	41
<u>Machine Building</u>				
Hacksaw blades (1,000 Deutsche marks)	60	4	6 mo	13
Files and rasps (pieces)	189,645	30,000	6 mo	32
Bronze and brass fittings	76	4.4	3 mo	23
Malleable cast iron	280	99.55	6 mo	71
Wire ropes	313	56.55	6 mo	36

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Welding electrodes	1,096	325	6 mo	59
Rough bolts and nuts	6,262	910	6 mo	29
Wood screws	306	25.08	6 mo	16
Rivets	2,035	130	6 mo	13
Barrels and containers (pieces)	5,726	1,157	6 mo	40
Ball bearings (pieces)	25,627	11,410	6 mo	89
Nails	800.4	199	6 mo	50

Electrical Industry

High-tension cables (km)	244	6.8	6 mo	6
Wires and lines (Deutsche marks)	1,405,818	81,000	3 mo	23

Chemical Industry

Lacquers and paints	4,500	1,715	6 mo	76
Automobile tires and tubes (pieces)	12,378	451	3 mo	15
Diesel fuel	7,200	1,275	6 mo	35

Building Materials

Cement	33,332	13,950	6 mo	84
Standard chamotte and firebrick	5,350	3,977.5	12 mo	74

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<u>Woodworking Industry</u>				
Coniferous lumber grades 1 and 2 (cu m)	120,000	40,000	12 mo	33
Oak lumber (cu m)	3,000	355	3 mo	47
Beech lumber (cu m)	2,000	945	12 mo	47
Cross ties (cu m)	51,519	46,700	12 mo	90
Hard-fiber boards (cu m)	300	44	3 mo	59

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